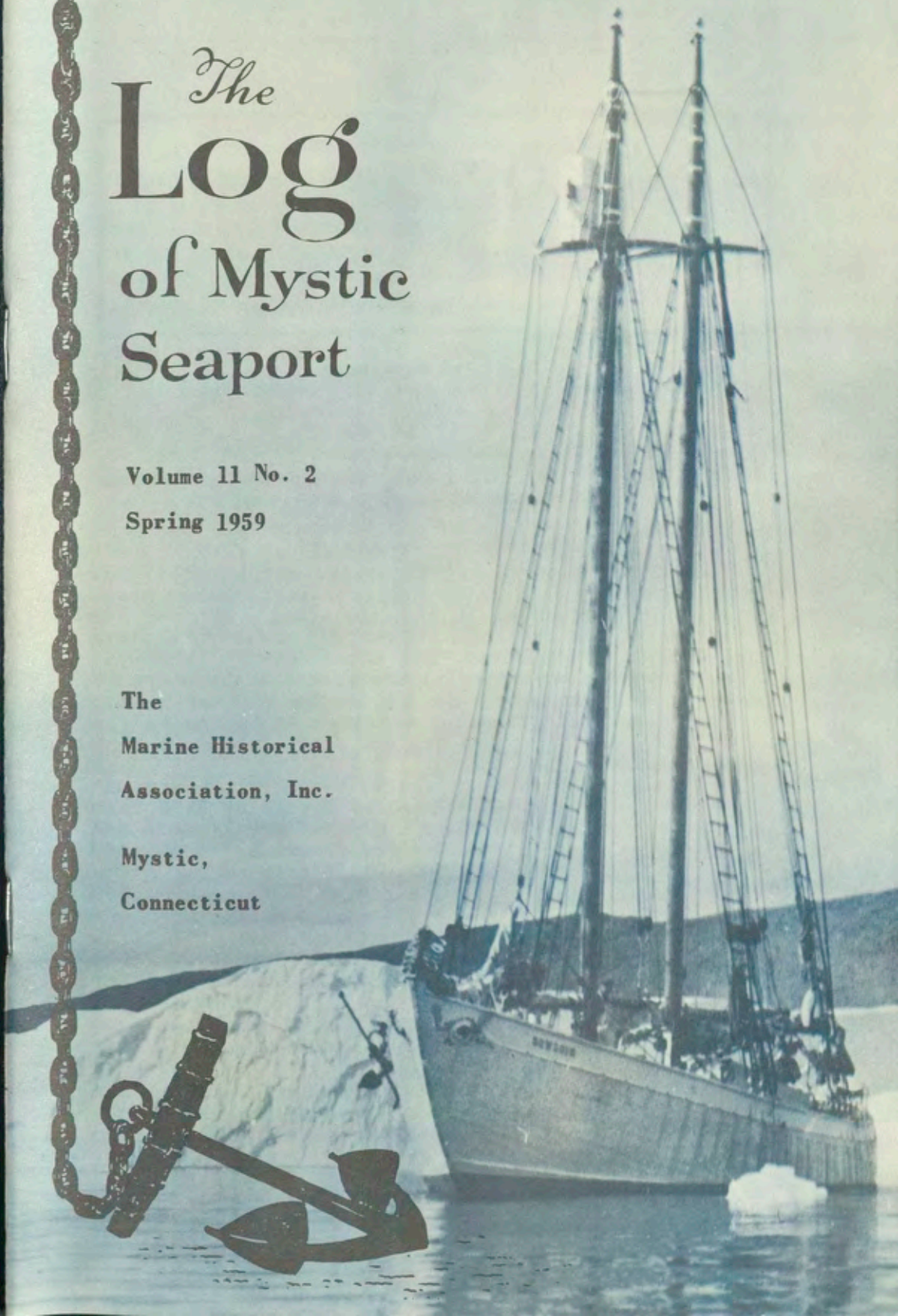
The Log of Mystic Seaport

Volume 11 No. 2
Spring 1959

The
Marine Historical
Association, Inc.

Mystic,
Connecticut





Published for members
The Marine Historical Association, Inc., Mystic, Connecticut
Philip R. Mallory, *President*

MacDonald Steers, *Editor*
Photography, **Louis S. Martel** *Printing,* **Lois B. Chesebrough**
H.H. Kynett, *Chairman of Publications*

Our Cover--The Bowdoin

Old Torngak, evil spirit of the North, holds her in respect and has treated her more gently than most. Perhaps he recognizes in her his equal, for she has more knowledge of the North tucked away under her hatches than an Eskimo can boast. She knows that Mullins Cove is dangerous in an easterly; she knows the location of salmon and trout nets, the hidden hazards of Battle Harbour; she could find the entrance to Domino Run in a fog; and Cut Throat and Mugford Tickle are more than curious names in her log.

Veteran of more than thirty years of Arctic exploration, she has been washed by icy green seas from Cape Sable to Cape Sabine. She has been trapped in the ice for a year and lifted by its pressure almost completely out of the water and rolled over on her side. In twenty-six expeditions, carrying her over 300,000 miles, she has traveled the ledge-strewn coasts of Iceland, of Labrador, Baffin Island, Ellesmere Island, North and South Greenland. She is famed as one of the smallest and toughest ships ever to venture so far north. It is said she can turn on a 10-cent piece. Yet she has never turned from either danger or mercy. From brushing so close to tragedy she has learned to temper courage with compassion.

She has served the people of the Far North as has no other ship in history. For such acts, happy people from Boothbay Harbor to the Polar Eskimos have looked upon her with affection.

The Bowdoin Story

"I've sailed the old schooner thousands of miles, through North Atlantic gales and among the ice floes above Davis Straits, but I'll enjoy most the passage up the Mystic River to the Seaport. Once the *Bowdoin* is laying in her berth, where she'll have a natural part in the things you folks are doing at Mystic Seaport, I'll be content."

So wrote Rear Admiral Donald B. MacMillan, U.S.N.R., when it was finally set that his beloved ship was coming to Mystic for her final resting place.

Odd that he should speak that way. And yet not so odd, for he knew that at Mystic the old *Bowdoin* would be in a setting that fits a ship of her distinction. Any man is concerned for the future of his child and the *Bowdoin* is certainly the child of the Admiral. She was built to his specifications, for his own use. Few are the ships in history which have been so closely concerned with one owner, one master. He built her to take him into the North he loved so well, and still loves. She has become by long association an almost inseparable part of him, and a part also of the people up there whom he has served for so many years.

The oddity of his feeling is merely that the *Bowdoin* has never sailed anywhere but north. Now she is making her last voyage, not to Wiscasset or Boothbay or Nain, or Etah, North Greenland, but to a port she has never touched.

But the Admiral seems content and so, without doubt, must be the *Bowdoin*. For at Mystic she will be among her kind, to take her place in history along with other storied ships here preserved for the enjoyment and inspiration of loyal Americans.

Others, too, are content. Mystic is proud to have her. A group of men who call themselves "Friends of the *Bowdoin*" purchased her expressly for the Seaport. Come June 27th, *Bowdoin Day*, she will make her way upriver to her new berth to become a part of the Mystic fleet. Plans are underway to make it a gala day, a crowning recognition to a long and distinguished career.

Admiral MacMillan himself will bring her in and standing beside him will be his wife, Miriam, a veteran of nine Arctic trips, who knows her way about the Northland, having sailed some 90,000 miles through Arctic waters. Assigned to the Starboard Watch, she has never failed to take her trick at the wheel even in the toughest weather.

The Ship



She measures 60 tons gross, 88 x 21 feet. Built at Boothbay in 1921 by Hodgdon Brothers and designed by William H. Hand Jr. of New Bedford, Mass. as a two-masted auxiliary schooner, she is double planked and double framed with native white oak from Maine. Her hull is sheathed against ice with a five-foot belt 1½ inches thick of Australian ironwood and she carries twenty-one tons of cement mixed with boiler punchings molded into her hull, to give her weight, strength and rigidity in the ice floes. Her bow is reinforced with 1800 pounds of steel plate. Her shrouds and stays are

of steel; her masts and booms of Oregon pine. She is short-rigged for heavy weather, with no topmast or bowsprit. Her spoon bow enables her to rise up on a pan of ice and crush it under her forefoot. Her dead rise allows her to escape the clutches of the ice by rising bodily out of it.

For power she has a 100 h.p. full diesel Cummins, burning five gallons an hour, which can give her 7½ knots. Two steel tanks carry 2200 gallons of fuel. Two anchors, each weighing 600 lbs., can hold her. Under sail she can make ten knots.

Her wireless sent and received the first such messages from and to the Arctic. She has a ship-to-shore telephone which in 1941 contacted Boston (Mass.) from 56° North.



The Skipper

Before the *Bowdoin* MacMillan had been on six important expeditions to the Arctic. He was with Peary in 1908-09 on his famous dash to the Pole, though short of the Pole he had to turn back because of frozen feet. But he was again with Peary, sitting on a barrel head at Battle Harbour, when the discoverer gave to the press the first full story of his success. He was with him again in 1925.

MacMillan believes in training his own crews. He packed the *Bowdoin* with professors--botanists, geologists, anthropologists--but never a professional sailor. He himself is an incomparable navigator. He first tackled the inside runs of the Labrador in 1910 in a trap boat. The following year he did it along to the northern tip of Labrador in a canoe. Next time he did it in a 21-foot motorboat, the first to cruise the Labrador.

He is probably the Eskimos' foremost benefactor.

In 1927 in the *Bowdoin* he took everything to build and start the MacMillan-Moravian Mission School at Nain; lumber, desks, blackboard, books, dishes, food, clothing, even an organ. Again he landed for them 20,000 false teeth and a dentist's chair. To them he brought their first sight of a motorboat, of a plane, an automobile, a Victrola, radio, telephone, wireless, electric light plant and motion pictures. In 1910 he traveled 100 miles across Labrador to study the Nascopie Indians, a branch of the Algonquians.

He is the only white man ever to harpoon a walrus from his own kayak. He has endured frosted feet, frozen cheeks, half-starvation, Arctic blizzards and the torments of snow blindness; but has never lost his love for the North.

Admiral MacMillan's *Bowdoin* will be placed alongside another schooner at Mystic, the *Australia*; the two flanking a 20 x 120 ft. wharf, bows in towards the cobbled Seaport Street.



BOWDOIN AT REFUGE HARBOR, NORTH GREENLAND

Six Seaport Minutes

On April 23 and for six or seven days thereafter CBS-TV was present at Mystic Seaport for the video-taping of one portion of an hour-long special broadcast of the Coca Cola Company called "America Pauses for the Merry Month of May". Perhaps you saw the show on your television set May 18, seen in the Mystic area from 8:00 to 9:00 p.m.

The show was taped at more than ten locations across the country. At Mystic, Carol Haney, dancing star of the Broadway show *Pajama Game*, and internationally-known entertainment figure, danced with male dancers John Harmon (The Arthur Murray Show) and Tom O'Steen (The Pat Boone Show) on the whaleship *Charles W. Morgan*, the wharf, on and off of oil casks, and along the Seaport Street. The Mystic unit was doing but one segment of an hour-long feature using America as a living back-drop for noted performers doing appropriate numbers in appropriate settings.



The others: Marian Anderson singing at Yosemite National Park; Mollie Bee singing at Bellengrath Gardens in Mobile, Alabama; Russell Arms singing at Mount Rainier in the state of Washington; Connie Towers at Monterey; Connie Russell in the French Quarter of New Orleans; The Four Aces in the Apple Blossom Festival at Winchester, Virginia; Art Carney doing his bit at a golf club out on Long Island, New York; Larry Blyden at Teaneck, New Jersey; and Teddy Rooney (Mickey's son) at a West Coast amusement park.

Miss Haney was well chosen for Mystic. As a little girl in her native city of New Bedford, she played on the *Morgan*, and her ancestors were whaling people.

Burgess Meredith emceed the feature. Sid Smith was Director of the show, also directed the action at Mystic. Barry Wood (producer of "Wide, Wide World") was Executive Director. Employed by CBS at Mystic were thirty people, five cameras and the world's first mobile video-tape unit, for six minutes of viewing time. Five days of rehearsal preceded the final taping.





A staggering amount of equipment was used. In addition to the two huge mobile units, there were thousands of feet of cable strung across the grounds and docks, three or four monitors, a small truck on which was mounted a piano, another truck with elevator platform for a camera, electronic units lined up on a work bench in our shop, and a passenger car with heater going, into which Miss Haney, the male dancers and the pianist would find warmth from a chilling nor-easter.

Coca Cola had done a similar one-hour television show on March 30, called "America Pauses in Springtime". As in the first show, commercials were kept to a minimum.

Six minutes of Mystic Seaport on a nationally televised feature will do us no harm.



Vireo

Probably no president of the United States ever loved the sea as much as Franklin Delano Roosevelt. Upon his death, his sloop *Vireo* was left on the beach at Campobello Island, N.B. Nova Scotia. By a happy arrangement with the family of the late President, the now historic sloop was given to Mystic Seaport by Victor Hammer of the Hammer Galleries. Her removal to Mystic was accomplished with funds provided by friends of the late President.

Vireo is 25 ft.-9 in. l.o.a., 7 ft. beam, 4 ft.-2 in. draft. She is a fin-keeled, knockabout, gaff-rigged sloop with open cockpit, complete with running and standing rigging. Only her sails are missing. She is said to be at least fifty years old.

As a man steeped in the lore and the love of the sea, the late President exemplified many of the qualities which make the age of sail so important to the study of history. Because his home at Campobello exemplified many of the happiest and most relaxed periods of his busy life, the vessel is all the more a fitting memorial of the man.



Mrs. Roosevelt herself wrote: "The *Vireo* was a small boat which Franklin brought up from Washington on one of his trips on an official Navy boat... He wanted the boys to learn to sail and I think he himself took them out on a number of occasions."

PHOTO-FROM
FRANKLIN D. ROOSEVELT LIBRARY

What's in a Name ?

Fortunately they are not many, but there are those who speak out from time to time and from little knowledge, against what is being done at Mystic Seaport. One says, for instance, that the one-man suicide submarine is an anachronism for us; another that the ferry boat is out of keeping with the period of sail. Yet these two items have probably interested or delighted more youngsters than any two that could be picked from our vast and varied collections.

It is surprising, always, to find youngsters who have never seen a ferry boat, but they are legion. Not one in a million has ever before seen, or ever will see elsewhere, a Japanese one-man suicide submarine.

We must remember, first of all, that this is not a whaling museum; nor is it a museum devoted to any one maritime pursuit or period. It is exactly what its name implies--a Marine Historical Association. If we did not save what is appropriately maritime and about to disappear from the American scene, provided we have the means and the space, then we would be unfaithful to our trust.

If we confined ourselves to the age of sail only, or to the period of American whaling, we would have to forego the Arctic schooner *Bowdoin*, about to take her place here for posterity's benefit. We would have to toss out such priceless, useful and popular exhibits as the ship *Joseph Conrad* (1882), the Mystic-owned sandbagger racing sloop *Annie* (1880), Fishtown Chapel, another Mystic relic (1870), the jolly boat of the *Anglo Saxon* (1940), and the yachting enthusiasts would have to do without their Cup Defender relics--*Resolute* (1920), *Enterprise* and *Weetamoe* (1930) and *Rainbow* (1934). These are but a few to which you can add the third floor exhibits of the age of steam, much of the Coast Guard Aids to Navigation building. Where would you draw the line? Who would save these pieces of history, each with its own inspiring or revealing story? We have not heard of any Twentieth Century Marine Historical Society whose sole business it is to save those things dating from 1901. There is no Mystic Historical Society preserving our local history, except us.

Mystic Seaport is not the corporate and real name of this Association. It is an area devoted to the recreation of a typical, small-town New England seaport.

That has its period; but nowhere else in the acreage now owned by the Association is it appropriate or even right to exclude that which is a significant part of our maritime heritage.

If we listened to the occasional critic, what would become of our position as a center of research? This is another question that it would be useless to pursue; the answer is too obvious.



A day of the National Science Fair, sponsored by the *Hartford Times* May 6-8, was spent in this area. Exhibits, dinners, speeches, awards and visits to science industry and historic places filled the days to capacity for some 340 student finalists, 410 adult advisers and sponsors. A contingent of four bus loads, two hundred persons toured the Seaport by choice, the others going to the industrial and military installations in the area, also by choice. Forty nine states and seven countries were represented in the aggregate.

An Armed Forces Awards Luncheon at the U.S. Submarine Base in Groton, Conn. preceded the Seaport visit. Presiding over the impressive awards ceremonies were high ranking officers from the Army, Navy and Air Force, the Mayors of Groton and New London and other notables.

The Mystic Seaport time was free time and all formalities were dispensed with. The hour and a half was refreshingly unregimented.

Award winners received such material recognitions as binoculars, Navy Science Cruises, and trips to laboratories and research centers at Aberdeen, Md., Huntsville, Ala., Washington, D.C. and Fort Monmouth, N.J., and to the Airpower Panorama in Miami, Fla., next September. Honors were well merited by such completed projects as "Magnetohydrodynamic Friction Reduction" and "An Intibiosis Study of Aspergillus Flavus-Oryzae."



Pictures and booklets on the American whale fishery have been sent to Mr. Thijs Mol of Arnhem (Arnheim) Holland, at his request; it is expected the Seaport will receive in return pictures of the famed Zuiderzee Museum at Enkhuizen.

Get-together

The second springtime informal get-together of outdoor museum executives was hosted by Mystic Seaport beginning April 22. Three days of discussions of mutual problems brought representatives from Colonial Williamsburg, Fort Ticonderoga, Greenfield Village, the Museum of the City of New York, New York Historical Association, Old Sturbridge Village, Plimoth Plantation, the Shelburne Museum, Sleepy Hollow Restorations and the Seaport.

All sessions, with one exception, were held at the Groton Motor Inn where most of the delegates stayed; with one session transferred to Mystic to give opportunity for an informal, on-your-own tour of the Seaport.

More than thirty top-ranking museum personnel indulged in "off-the-cuff" exchanges of bright and not-so-bright experiences, successful and unsuccessful ideas for improvement, which the participants were free to choose or to reject. Six sessions, including two dinners with speakers, considered such matters as "Interpretation", "Receiving the Visitor", "Mechanical Aids" and "Publications". Even the prepared dinner speeches became orgies of self-criticism with the down-to-earth approaches of K. Ross Toole, Director of the Museum of the City of New York, and Peter Celliers, Travel Editor for *Redbook* Magazine. Speaker Toole laced into the unplanned, unimaginative and inadequate interpretations of many museums, while speaker Celliers, in a speech titled "An Attendance Figure Speaks Up", laced into them again for their treatment of visitors.

Stimulating were such views as that no interpretation can escape the prejudices of the interpreter and therefore the visitor should be allowed to make his own; or the opposing one that the message must be subtly presented or the institution will sink to the level of the tourist trap. Stimulating also was the air of mutual respect and cooperation throughout. There was no sense of competition, nor evidence of prideful achievement. The richly endowed understood and respected the problems of the inadequately financed institution.

Remarkable in the gathering were the bright young men coming up in the museum world, whose youth and dedication bode well for tomorrow's museums. The affair was almost entirely "dutch treat", with no dues, no

officers, no "members", and in the only formal vote, the Conference voted not to organize. The group accepted the invitation of Greenfield Village to meet there next year, on dates as yet unspecified.

Hawaiian

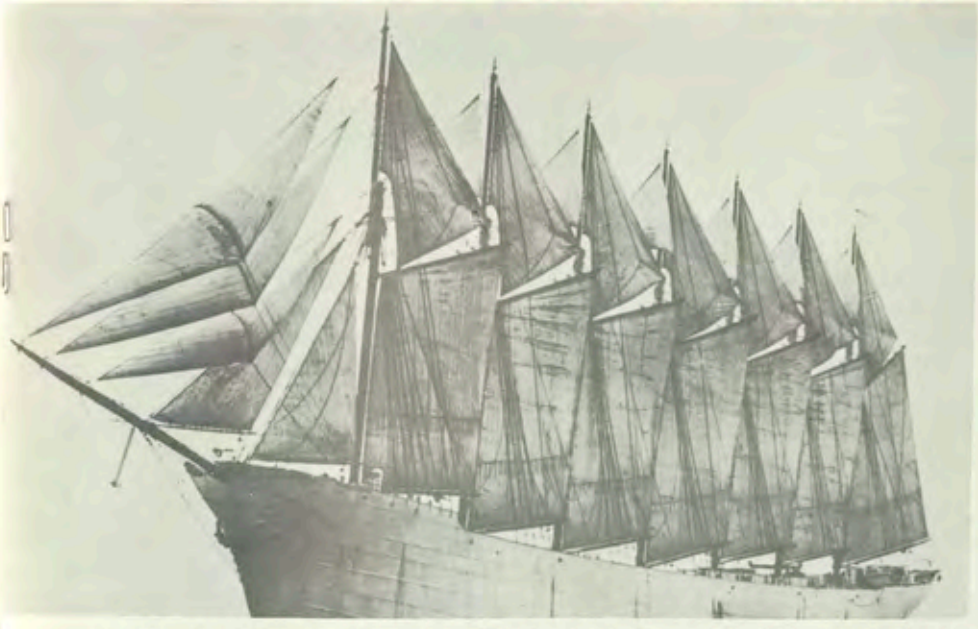
When Hawaiian statehood comes up for final ratification this summer, one staff member aboard the training ship *Joseph Conrad* will feel a keener interest and pride than most. Edward B. Watson, acting as Mate in the youth training program aboard that ship, is one-sixteenth Hawaiian.

His late grandfather was Colonel Curtis P. Iaukea, who filled many positions of trust under both the monarchial and territorial governments of Hawaii. As Chamberlain to Queen Liliuokalani he was Her Majesty's personal representative at the coronation of Queen Victoria.

Young Watson's Hawaiian heritage of the sea has colored his own life. He himself lived there for five years. In 1939 he was in the South Seas in the brigantine *Robinson*, under an old school-mate, Captain Sterling Hayden, and later with the Esthonian Ahto Walter in his ketch *Ahto*, to Samoa. Returning to the States he paid a visit to his grandfather in Honolulu, went on to ten years of active, nine of reserve, U.S. Navy service, spent two seasons as Mate in our own schooner *Brilliant*. He came into the Educational Department in charge of School Services at his own request; is transferred temporarily to the *Conrad* when an emergency required a fill-in of his abilities and training.

Among the Robert Louis Stevenson memorabilia in our South Wing, is a rare historical relic of Hawaii, our fiftieth state. It is the original royal flag of King Kalakaua, made for him in 1889 by Stevenson's stepdaughter, and served as the national ensign until Hawaii became a republic in 1894. Stevenson, his wife and stepdaughter, Isobel Strong, spent six months in Honolulu in 1889. During the visit Stevenson persuaded Kalakaua to replace the then Hawaiian royal flag, a combination of the British Union Jack and the American Stars and Stripes, with an ensign typically Hawaiian, using native colors and symbols. This flag is the result.

Thomas W. Lawson's Masts



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1.							
2.	Fore	Main	Mizzen	Driver	Pusher	Jigger	Spanker
3.	Fore	Main	Mizzen	No. 4	No. 5	No. 6	Spanker
4.	Fore	Main	Mizzen	Jigger	Spanker	Driver	Pusher
5.	Fore	Main	Mizzen	Jigger	Driver	Pusher	Spanker

1. The (probably) apochryphal story often heard.
2. Samuel N. Gross of E.L. Rowe & Sons, Boston, the *Lawson*'s sail-makers; held also by a former shipmate of Capt. Crowley's who claimed the Captain so held.
3. Capt. Crowley so listed them in a letter to the *Boston Globe*.
4. Son of a rigger on the first fitting-out of the *Lawson*.
5. Some claim that the only new name is Pusher, which should, therefore, come just before Spanker, as the traditional last mast of a multi-masted vessel of any kind. Further, that a 4-masted schooner's masts would be Fore, Main, Mizzen and Spanker; a 5-masted schooner's masts would be Fore, Main Mizzen, Jigger and Spanker; a 6-masted schooner's masts would be Fore, Main, Mizzen, Jigger, Driver and Spanker.

The above table of claims and counter-claims should end all argument on this moot andstill very alive question. All authorities, except Group 1, agree that the first three masts are Fore, Main and Mizzen, and have not only tradition but the weight of opinion on their side. Have you any more?

Volsung Saga

When The James Foundation of New York sold its old headquarters building at 39 East 69th Street in New York, preparatory to moving to new quarters, it offered to us the bell, panelling, flags and telescope from one of Arthur Curtiss James's famed *Alohas*. The gift was promptly accepted, along with a painting of the Mystic-built yacht *Mallory* and other properties.

The panelling from *Aloha II* is a frieze depicting in wood-carvings the evolution of water-craft, showing fifteen types and particular ships from the Ark to the *Lusitania*. Three additional larger panels illustrate incidents from the eleventh-century Volsunga Sagas.

One depicts Sigurd drawing the magic sword from the Branstock, or house tree, where it had been placed by the god Odine with the promise that on him who should succeed in removing it should descend all of his own powers. Many had tried and failed, among them Segeir, the young king of a neighboring province, who watches angrily as Sigurd draws it forth easily. His offer to buy it is scornfully refused and he plots revenge. He seeks the hand of Signy, daughter of the old king.

Another shows Signy going reluctantly with Segeir because of a vision of ill fortune she has had. True to her vision Segeir, after inducing as many of her countrymen as possible to accompany them, puts them all to death when out of sight of land.

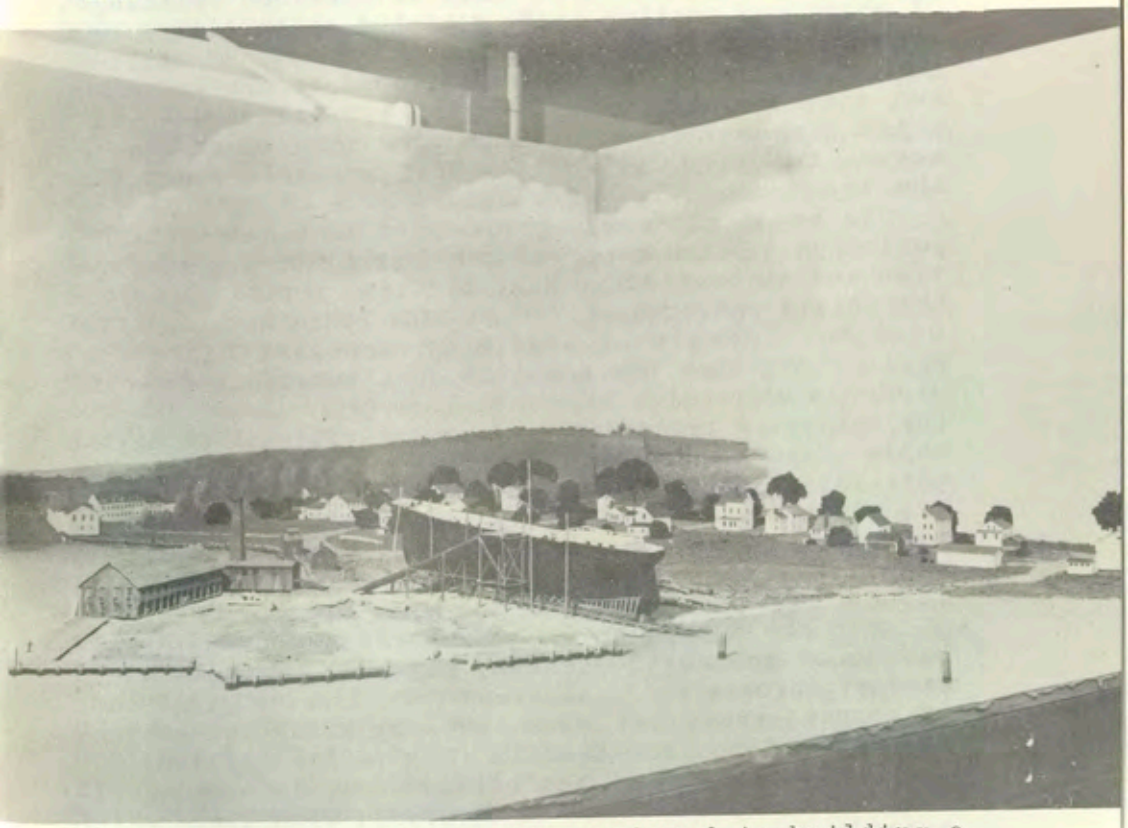
The gradual decline of the Volsungs follows, until a mere handful remain. In panel three King Gunnar has assembled them all and embarked in their once powerful fleet, they sail away toward the setting sun and are never heard of again.

Three small supplementary panels depict scenes in the home life of the Volsungs--the Hunter, the Fisherman and the Thingvalla, or Court of Justice.

Four stained glass windows, six feet high, illustrate a Roman lightship, a Viking ship, *Santa Maria* and *Mayflower*. Seven smaller stained glass medallions bear names in color of famous explorers.

Hopefully, wood-carvings and stained glass will one day embellish a building at Mystic Seaport.

Cellophane, Sawdust and Such



Three men are presently employed in building a forty-foot scale model of the heyday of Mystic River shipbuilding in the period 1840-70. Entering an as-yet not existing building, the visitor will step back into a time when labor was to be had for a dollar a day, and the day was from sunup to sundown; when the sounds of the saw and the adze were as familiar as the sounds of traffic are today.

His first sight of the huge and intricate presentation will be as the beholder would have seen it--at ground level. His next step will bring him to a bird's eye view, and a third step will bring him to the height of an aerial view. What he will see at a glance will be a mile or so of the Mystic River valley, its twin villages of Mystic River and Mystic Bridge flanking the stream, and the suburban shipyard settlement of

Greenmanville halfway up the east bank. Shipyards dot the shores. In all there will be some 350 buildings, 15 ships and smaller craft finished or building, 1500 men and women busy at their everyday tasks of toiling, gossiping, traveling or trading. People are important and what they are doing is most important, even in a scale diorama. They not only give naturalness to the scene, but they will help the viewer to a concept of the tremendous size of a ship.

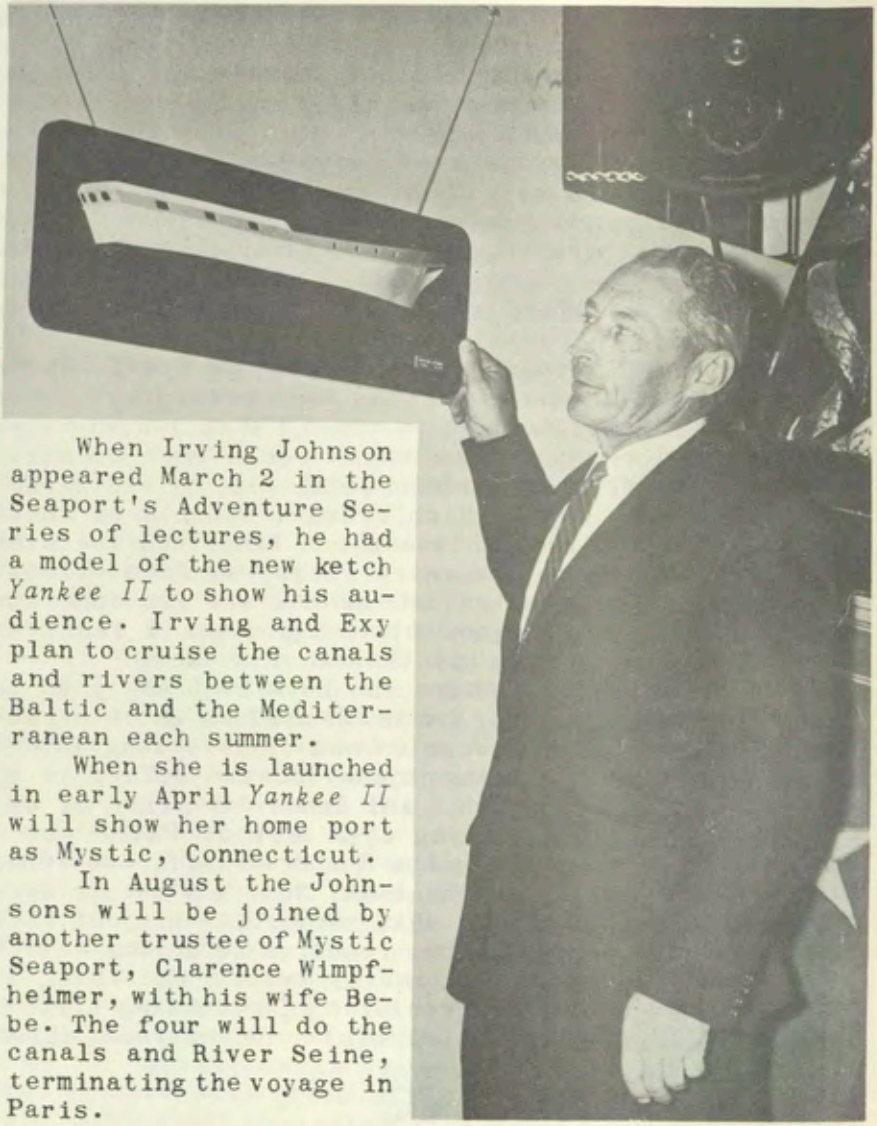
To begin the whole project, a vast collection of period photos and maps had to be assembled for inspiration and authenticity. Many old-time photos came from the attics and trunks of the older residents, contributed as a result of newspaper appeals. Since most photographs show but one side of a building, an artist used his knowledge of contemporary architecture for the others. A preliminary sketch was first made of the whole scene, then the individual buildings, even the most insignificant sheds and outhouses were sketched. Two other workers applied themselves for the most part to executing and putting the pieces together. The whole scene is being placed on plywood panels, 4 x 8 ft., joined together into a piece 12 x 40 ft.

For the execution a curious variety of materials had to be collected--canvas, plywood, pummice, glue, sawdust, bronze wool, wire and even dress edging; and, of course, woods and paints of many kinds and colors. The uses of these materials are equally baffling.

For buildings, a type of wood used in model railroad building was found to be scored with lines which exactly represented clapboarding. Window panes were made by scoring cellophane and rubbing white paint into the scratches, then rubbing the rest of it off.

Trees were formed by twisting strands of wire together for the trunks, then spreading the upper strands again for branches. Into the branches was set bronze wool impregnated with sawdust, and the foliage thus made sprayed with green paint. Using variations, trees with individual character were formed.

Picket fences? Threads were pulled from light canvas to simulate pickets and spaces between them, then a strip of proper height cut from the canvas and painted white. Rail fences were made of wood, or, again, by pulling more threads from cloth than would be the case in a picket fence. Iron fences were strips of dress edging, similar to tatting, painted black. It was found by trial and error that tiny clay boulders moulded by



When Irving Johnson appeared March 2 in the Seaport's Adventure Series of lectures, he had a model of the new ketch *Yankee II* to show his audience. Irving and Exy plan to cruise the canals and rivers between the Baltic and the Mediterranean each summer.

When she is launched in early April *Yankee II* will show her home port as Mystic, Connecticut.

In August the Johnsons will be joined by another trustee of Mystic Seaport, Clarence Wimpfheimer, with his wife Bebe. The four will do the canals and River Seine, terminating the voyage in Paris.

PHOTO BY SCHEIBELER

From Byron Hatfield has come an oil portrait of Mrs. Edwin Warren Holmes, wife of the one-time Master of the Mystic-built ship *Seminole*. Capt. Holmes was famous for the greatest number (83, some say 84) of times around the Horn of any sea captain in history.

Experiment

When Niles and Edith Peebles traveled to Mystic the first week of March to perform an experiment for Socony-Mobil Oil Company they traveled a hundred years back into living. These two city-bred people moved into a house without heat, other than a kitchen stove, without lights, other than an oil lamp, and without running water or any of the conveniences of present-day living in Stamford, Connecticut, where they came from.

To celebrate the 100th anniversary of drilling the first oil well in Pennsylvania, the Socony-Mobil Oil Company wanted to do something appropriate. The Peebles were chosen to do it because they, too, were curious as to how a household could be run without some of the accepted fundamentals of modern life.

Edith Peebles is an interior decorator; her husband a writer. They have been married six years and together are restoring an old house in Stamford. But they were hardly prepared for the rigors of life at Mystic Seaport. Their clothes had to be washed by hand, pressed with old-fashioned flat irons heated on a wood stove. They denied themselves newspapers, radio and television. They carried their own wood (or coal, for holding a fire) and water, slept in an unheated bedroom (using bed warmers the first night only), ground their own coffee and used nothing but iron pots for cooking.

For breakfast the Peebles had either Indian pudding or oatmeal with brown sugar and butter. Their coffee the first morning took three hours in the preparation but by mid-week they were so sure of themselves (and so hungry for company) that they invited guests for dinner. The 1859 menu was preceded with a gala glass of sherry each. Then they sat down to:

Clam chowder, without tomatoes.

Codfish cooked in Court Bouillon, served with caper sauce and white wine.

Baked beans, with baked ham.

Spinach.

Homemade breads.

Apples stuffed with raisins and baked in "blankets" of biscuit dough.

Cheddar Cheese.

Coffee.

Two kinds of homemade breads were there. Corn bread was eaten with the baked ham; while for the soup and the fish, a bread was made with coarse salt and onions, rolled like jelly roll. Court Bouillon is a broth made of water, vinegar, onions, carrots, celery, parsley and bay leaves. The beans cooked eight hours in a bean pot; and the baked ham had been soaked overnight in cider.

Since Mystic Seaport had plenty of old-fashioned heating stoves, but no cooking stoves, A.R. Spreen, President of the Southern Steel & Stove Company of Richmond, Virginia, supplied the cook-stove. Mrs. Peebles became quite devoted to her little stove before the week was out, and proud of her results with it. Mr. Peebles was proud of his wife. Mystic Seaport was proud of both, and Socony-Mobil Oil was proud of its idea for a unique experiment in living.



A naphtha launch, appropriately named *Lillian Russell* has long been a fascinating exhibit in our boat shed. It was felt that for the purposes of the Boston *Herald-Traveler*'s Boat Show in February, it would be equally fascinating to Bostonians. It was therefore included in the Mystic Seaport exhibit at the boat show.

But *Lillian* proved too gay for Boston. First, her much publicized waist would not go through the door leading to her exhibit space and she had to be placed in the lobby of the first floor.

Then an alert fire marshal discovered that this old-time firebrand was still harboring a small supply of naphtha, lo these many years, and ruled her out. Her misfortune was our good fortune, for her final position outside at the main entrance was an enviable spot which everybody who went to the boat show had to pass.

The Boston fire marshall well knew his naphtha; for naphtha was the forerunner of gasoline and a small leak could, and often did, result in either explosion or fire in these pleasure boats of the era of the Gibson Girl and her fascinator, and of Lillian Russell herself.

Seven

Of our almost six thousand members, hundreds have attained eminence in one field or another; but only seven are entitled to fly the blue-on-white Transoceanic Pennant of the Cruising Club of America.

The seven: Curtis Bok, Carl Hovgard, Carleton Mitchell, Richard S. Nye, Gifford B. Pinchot, George E. Roosevelt, G.W. Blunt White.

Their yachts are *Alphard, Carina, Circe, Finisterre, Loki, Mistress, White Mist.*

Can you fit the yacht to the owner? A score of seven correct gives you a grade of 70. If you can come up with the other three (owners and yachts) so honored, you will be well qualified for a grade of 100. Now if you can name six other boats which have been so entitled in the past, with their five owners, you will receive a munificent 150.



ONE OF TWO DISPLAY CASES CONTAINING MYSTIC SEAPORT ITEMS ON LOAN TO THE DIME SAVINGS BANK OF BROOKLYN, NEW YORK, FEBRUARY 28 - MARCH 16, HELPING MARK BANK'S 100TH ANNIVERSARY. 'THIS WAS AMERICA' READ A LARGE PLACARD ABOVE THE EXHIBIT. *Savings Bank photo*

Variable Winds

Fishtown Chapel was the scene of another wedding on Thursday March 26, when Aleta Malm and Erwin Deines were united in marriage by the Rev. Leroy F. Emory of Mystic. Mrs. Malm is an artist, has often done sketching at the Seaport, several times exhibited her paintings in the local art gallery.

When Curator Edouard A. Stackpole received from Charles W. Williams (with Mrs. Williams, donors of Fishtown Chapel) of Gates Mills, Ohio, the log of the whaleship *Atlantic*, 1854-58, he found a familiar name written on the fly leaf. One-time owner of the book, Mrs. Eleanore E. Brown of Nantucket had been the foster-mother of Mrs. Stackpole, the former Florence Brown. The whaleship *Atlantic* was built at Haddam, in Connecticut in 1819 but made her first voyage out of Nantucket. The long voyage of four years brought only 1,360 barrels of sperm oil, but the favorable price of sperm oil made the lean haul profitable enough to pay for the voyage.

During February Miss Margaret Mallory, a trustee of the Association, visited the museum at Fiji and saw there the rudder of H.M.S. *Bounty*, with two of its pintle straps. The third pintle strap has long been a prized part of the Seaport's "Mutiny on the Bounty" display. Miss Mallory, traveling through the Orient with her mother, Mrs. C.D. Mallory, extended greetings from far off Mystic and a personal invitation for Curator of the Fiji Museum, R.A. Derrick, to visit us on his forthcoming trip to the States and to see the pintle strap they didn't get.

Visitors on May 14: Sir Charles James Colebrook Little and Lady Little. Sir Charles commanded the Grand Fleet Submarine Flotilla (1916-18), commanded the Baltic Fleet 1919, became Chief of Navy Personnel 1938 and member of combined U.S. and British Chiefs of Staff 1942.

Andrew Hepburn of Concord, Mass., a member of this Association, has written a novel entitled "Letter of Marque" which is currently available here.

Mr. Hepburn's first book is the adventurous story of a New England boy who as Mate is captured by a British Man-O-War from an American East Indiaman in 1812. His subsequent escapades as Commander of two privateers under American colors which harass the English fleet in the English Channel make good reading. One outstanding event concerns the release of a group of prisoners at Dartmoor.

The author's love for the sea as well as his vast experience in sail and steam enhances his descriptions of sea life and the ships in his story. Hepburn was at one time the owner of the English cutter *Corineus*, which was very similar to our own little cutter *Fox*, one of the "living" exhibits on our waterfront.

The 13½ minute film *Ship's Belles at Mystic* produced for the National Association of Engine and Boat Manufacturers, was scheduled for showing at the Senior Scout Conference in Chiemsee, Germany, April 15 which was expected to draw American teenagers from all parts of West Germany. The color-sound film shows our Youth Training Program aboard the ship *Joseph Conrad.*

Mrs. Philip R. Mallory, wife of our President, was honored at the University of Miami by the degree of Doctor of Music on February 3. Aside from her untiring efforts in behalf of the Seaport, she founded the Crossroads Rehabilitation Center in Indianapolis, organized critically needed support for the Indiana Symphony Orchestra and was a Founder of the Symphony Club of the University of Miami. She had previously received the King's Medal from the British Crown for her war relief work.

Wallace S. Thorpe of Northland, New Zealand wrote: "We had an amusing incident in Auckland harbour a few months ago. A United States Naval tender was berthed at Auckland and asked permission to fire a salute on George Washington's birthday. The New Zealand O/C said 'Sorry, old boy, you can't do that on the commercial side of the harbour, but I'll tell you what, we'll fire it for you.' And so Her Majesty's Navy fired a salute to General Washington."

Having fitted out at Mystic Seaport, the ketch *Ben Gunn* left May 1 for the first leg of a voyage which may take her around the world. Headed for the Bahamas were Henry and Niki Horn, daughter Carlile (7), dog Ben and cat Sam. The Horns intend for the South Pacific after the Bahamas, are prepared for a three years voyage. Carlile will pursue her schooling under the Calvert system.

First prize, the *Conrad* Cup, was awarded to Girl Scout Mariner Ship *Flying Cloud* of Crestwood, New York for its entry in the fifth *Joseph Conrad* Log Book Contest for 1958. Judges Commander Stanley L. Smith, Mrs. Williams Haynes and Harold C. Blair said about the prize-winning entry that it was unique in concept, a good chronicle of events, showed excellent continuity, was original, neat and showed splendid cooperation. M.S. *Flying Cloud* of Amityville, New York took second and M.S. *Old Ironsides* of Babylon, New York third.

Your dollar goes farther at Mystic... because good friends often give needed materials which would otherwise have to be purchased. Some recent and odd: a jointer, sixty-three feet of stone curbing, two pairs of binoculars, 180 sq. ft. of granite, 6,525 cu. yds. gravel, a hot air furnace, taffrail log, coffee table, three stoves. Total value--somewhere above $3,000.

Edwin J. Glocke, our Comptroller, only recently retired after thirty years with Socony Mobil Oil Company, was called out of retirement and from his duties at the Seaport, to answer an urgent personal appeal from the Chairman of the Board of the American University in Beirut. The assignment: to make a financial accounting

and systems procedures analysis for the University.

Mr. and Mrs. Glocke plan to visit such Biblical and historic landmarks as Baalbek, the ancient city in central Lebanon which contains the ruins of three civilizations--Phoenician, Greek and Roman. Glocke, in the course of his years of service with Socony Mobil, had already visited nearly every important city in Europe, Africa and the Mid East, but said: "I never had any time for sightseeing."

DISCOMFORT INDEX (D.I.)

As presently used by the Weather Bureau, the index number is arrived at by using the temperature and the relative humidity. It is an attempt to numerically describe human discomfort from the weather. The index is actually derived from a combination of temperature readings on dry bulb and wet bulb thermometers.

Formula for obtaining Index Number

Add the dry bulb reading to the wet bulb reading, multiply the sum by 0.4 and add 15 to the result.

Example

Dry bulb	58 degrees
Wet bulb	54.5
	112.5
Multiply	0.4
	45.00
Add	15
	60-Index number

Example

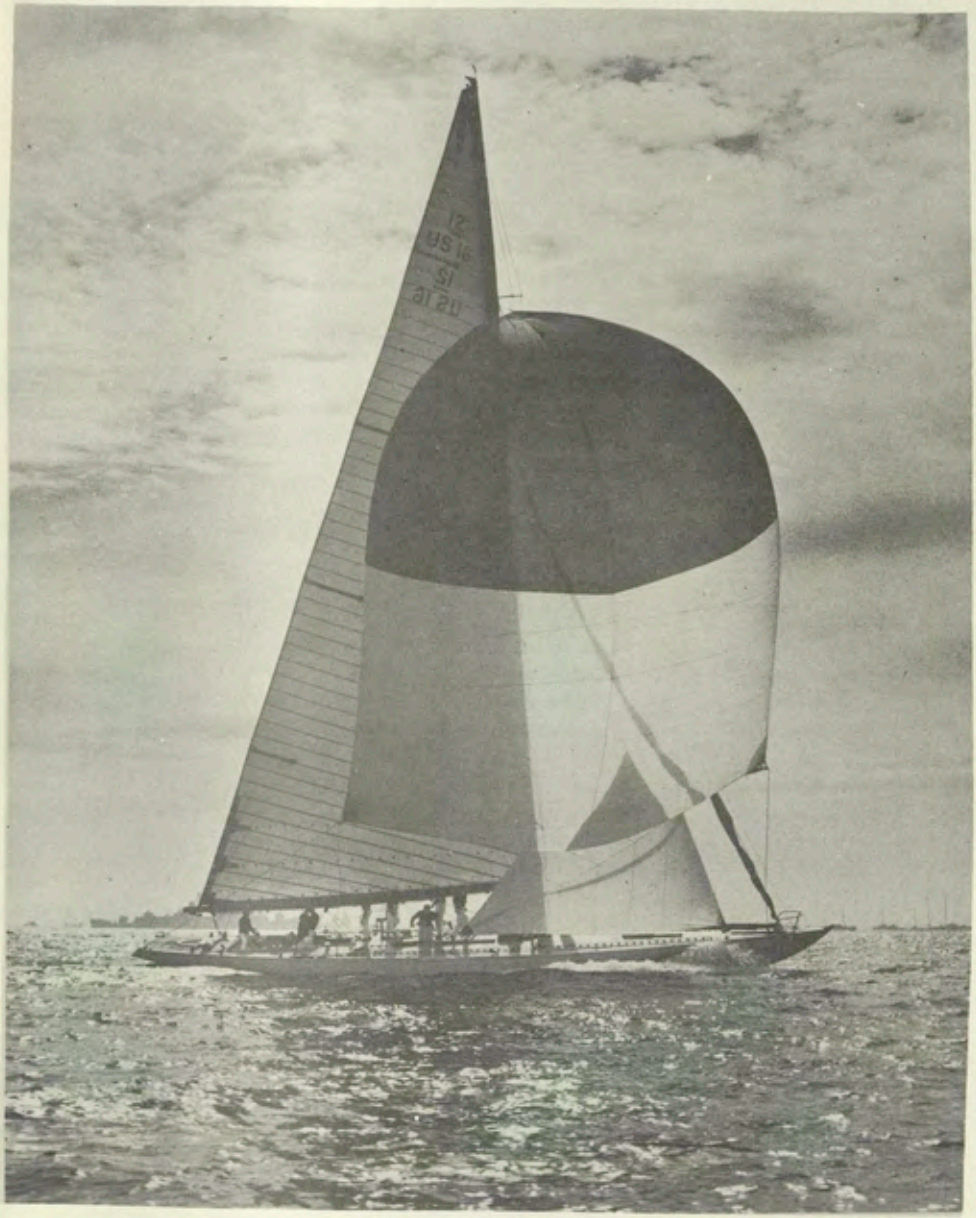
Dry bulb	90 degrees
Wet bulb	70
	160
Multiply	0.4
	64.00
Add	15
	79 Index number

Discomfort Index as presently used

Below No. 70	Everyone happy.
No. 70 to 75	10% complaining.
No. 75 to 80	Half don't like.
No. 80 to 85	Everyone dripping.



PYNCHON JUNIOR MUSEUM MOVES TO NEW LOCATION



PHOTOGRAPH BY MORRIS ROSENFELD-NEW YORK

The 12-meter *Columbia*, successful American defender in 1958 for the America's Cup. She will be exhibited here for the summer.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

NON-PROFIT ORGANIZATION
U.S. POSTAGE
PAID
MYSTIC, CONN.
PERMIT NO. 18



SPRINGTIME BRINGS CHILDREN TO MYSTIC SEAPORT